CLAIM AMENDMENTS

<u>IN THE CLAIMS</u>

This listing of the claims will replace all prior versions, and listing, of claims in the application or previous response to office action:

1-9.   (Cancelled)

10.   **(Currently Amended)** A method for controlling a fuel pressure in a fuel supply device of a<u>n internal</u> combustion engine having a regulator valve, <u>the method</u> comprising <u>the steps of</u>:

determining a desired fuel pressure value;

determining an actual fuel pressure value;

<u>determining a variable selected from the group consisting of: a variation in a fuel flow rate and a variation in the fuel pressure;</u> and

<u>if the variable is above a specified threshold value then</u> determining an actuating signal as a function of the desired fuel pressure value and a <u>the</u> variable ~~if the variable falls below a specified threshold value, where the variable is selected from the group consisting of: a variation in a fuel flow rate and a variation in the fuel pressure;~~ <u>and</u>

<u>controlling said regulator valve with said actuating signal</u>.

11.   (Cancelled)

12.   **(Currently Amended)** A method for controlling a fuel pressure in a fuel supply device of an internal combustion engine, wherein the supply device has a fuel pump that pumps a fuel into a fuel accumulator that supplies injection valves with the fuel and that is connected to a regulator valve that adjusts the fuel pressure as a function of an actuating signal comprising:

determining a desired fuel pressure value;

determining an actual fuel pressure value;

~~determining a variable selected from the group consisting of: a variation in a fuel flow rate and a variation in the fuel pressure;~~ and

~~if the variable is above a specified threshold value then~~ determining an actuating signal as a function of the desired fuel pressure value and ~~a~~ the variable ~~if the variable falls below a specified threshold value, where the variable is selected from the group consisting of: a variation in a fuel flow rate and a variation in the fuel pressure;~~ and

controlling said regulator valve with said actuating signal.

13.   **(Currently Amended)** The method according to Claim 12, wherein the regulator valve is an electromagnetic regulator and ~~that~~ an energization of the electromagnetic regulator is influenced by the actuating signal.

14.   (Previously Presented) The method according to Claim 12, wherein if the flow rate increases an energization of the electromagnetic regulator is decreased and if the flow rate falls the energization is increased.

15.   **(Currently Amended)** The method according to Claim 13, wherein ~~that~~ if the fuel pressure increases the energization is decreased and if the fuel pressure falls the energization is increased.

16.   **(Currently Amended)** The method according to Claim 14, wherein ~~that~~ if the fuel pressure increases the energization is decreased and if the fuel pressure falls the energization is increased.

17.   (**NEW**) The method according to Claim 12, wherein if the variable is below said specified threshold value then determining the actuating signal as a function of the desired fuel pressure value.

18.   (**NEW**) The method according to Claim 12, wherein the variation in a fuel flow rate is determined by determining a gradient of the fuel flow rate or the variation in the fuel pressure is determined by determining a gradient of the fuel pressure.

19.   (**NEW**) The method according to Claim 10, wherein the regulator valve is an electromagnetic regulator and an energization of the electromagnetic regulator is influenced by the actuating signal.

20.   (**NEW**) The method according to Claim 10, wherein if the flow rate increases an energization of the electromagnetic regulator is decreased and if the flow rate falls the energization is increased.

21.   (**NEW**) The method according to Claim 19, wherein that if the fuel pressure increases the energization is decreased and if the fuel pressure falls the energization is increased.

22.   (**NEW**) The method according to Claim 20, wherein that if the fuel pressure increases the energization is decreased and if the fuel pressure falls the energization is increased.

23.   (**NEW**) The method according to Claim 10, wherein if the variable is below said specified threshold value then determining the actuating signal as a function of the desired fuel pressure value.

24. (**NEW**) The method according to Claim 10, wherein the variation in a fuel flow rate is determined by determining a gradient of the fuel flow rate or the variation in the fuel pressure is determined by determining a gradient of the fuel pressure.